

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

H15WE
Revision 4
PACIFIC AVIATION, INC.
HSS-1/UH-34D
HSS-1N/UH-34J
CH34A
CH34C
January 24, 2005

TYPE CERTIFICATE DATA SHEET NO. H15WE

This data sheet, which is a part of Type Certificate H15WE prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: **This Type Certificate (TC) has been designated as ABANDONED** (See Note 8)

Type Certificate Holder Record: Pacific Aviation, Inc.
P.O. Box 926
Orland, California 95963

I. - Models HSS-1N/UH-34J, HSS-1/UH34D, CH-34A and CH-34C (Restricted Category) approved November 28, 1983.

Engine Wright Cyclone, R-1820-84A
Wright Cyclone, R-1820-84C/989C9HE2
Wright Cyclone, R-1820-84D/998C9HE2

Fuel 100/130 or 115/145 minimum grade aviation gasoline

Engine Limits

	<u>HP</u>	<u>RPM</u>	<u>M.P. IN HG</u>	<u>ALT</u>
Fuel Grade 115/145				
Max. Continuous	1275	2500	47.5	S.L.
Max. Continuous	1275	2500	46.0	3500 ft.
Takeoff (5 min.)	1525	2800	56.5	S.L.
Takeoff (5 min.)	1525	2800	55.5	700 ft.
(Straight Line Manifold Pressure variation with altitudes shown)				
Fuel Grade 100/130				
Max. Continuous	1275	2500	47.5	S.L.
Max. Continuous	1275	2500	46.0	3500 ft.
Takeoff (5 min.)	1425	2800	53.0	S.L.
Takeoff (5 min.)	1425	2800	52.0	2990 ft.
(Straight Line Manifold Pressure variation with altitudes shown)				

Rotor Limits Maximum 258 r.p.m.
Minimum 170 r.p.m.

Airspeed Limits V_{ne} (never exceed 120 CAS)
(See NOTE 2 for required placard)

C.G. Range (+130.7) to (+146.7)

Datum 137.7 inches forward of main rotor centroid

Leveling Means Plumb bob from top of cabin door frame to scale on lower door sill

Maximum Weight 12,500

Page No.	1	2	3
Rev. No.	4	4	4

Minimum Crew	1 (pilot) (See Note 2)		
Fuel Capacity (Usable)	<u>Location</u>	<u>Volume (Gal.)</u>	<u>Arm (Inches)</u>
	Fwd. Tank	100.5	+121
	Center Tank	70.5	+184
	Aft Tank	92.0	+223
Oil Capacity	12.4 gals. (+75)		
Rotor Blade and Control Movements	For rigging information refer to Maintenance Manual 01-230 HLAA-2-2 and TM55-1520-202-35		
Other Operating Limitations	See Flight Manual NAVAIR 01-230 HLAA-1 and for the CH34A and CH34C F.N. 55-1520-202-10		
Serial Number Eligible	All U.S. Military Serial Numbers		

DATA PERTINENT TO ALL MODELS:

Certification Basis	<p>FAR 21.25(a)(2) effective February 1, 1965. Type Certificate No. H15WE issued April 16, 1981, for purpose of:</p> <ol style="list-style-type: none"> (1) Carriage of External Load, per FAR 133 (2) Forest and Wildlife Conservation (3) Aerial Surveying (4) Patrolling (5) Agricultural, per FAR 137 <p>Date of application for Type Certificate was November 19, 1979.</p> <p>The military helicopters certificated, restricted category, under Type Certificate No. H15WE with aluminum engine mount fittings P/N 1620-61435 series, are not eligible for standard category S-58 configuration. Prior to standard airworthiness certification, information regarding eligibility and modification to be accomplished should be obtained from Sikorsky Aircraft.</p>
Production Basis	None.
Equipment	The basic required equipment, as prescribed for the special purpose operation and as necessary for safe operation, must be installed in each helicopter. All external equipment and its attachments installed on this aircraft must be FAA approved.

NOTE 1: Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary, must be in each helicopter at time of original airworthiness certification and at all times thereafter.

NOTE 2: The following placards must be prominently displayed in the cockpit in full view of the pilot: (On Instrument Panel)

(a) "Never exceed speeds. Variation on V_{ne} with altitude, engine r.p.m. and manifold pressure."

	2200	r.p.m.	2300	r.p.m.	2400	r.p.m.	2500	r.p.m.
Alt.	IAS	M.P.	IAS	M.P.	IAS	M.P.	IAS	M.P.
S.L.	72	35.5	87	38.7	103	42.3	117	47.5
5000	--	--	60	37.0	76	41.0	90	F.T.
10,000	--	--	--	--	--	--	63	F.T.

(b) "Maximum Approved Gross Weight 12,500 lbs."

NOTE 3: Prior to civil certification the following must be accomplished:

Prior to original airworthiness certification of each aircraft, FAA personnel must perform an airworthiness inspection determining condition for safe operation and determine the applicant has conducted a satisfactory flight test.

- (a) Modification of aircraft in accordance with Pacific Aviation Report PA-1H.
- (b) Sikorsky S-58 series Ads must be reviewed for applicability to the CH34A, CH34C, UH34D, and UH34J Model series. Provisions of applicable Ads shall apply to each model.
- (c) These helicopters must comply with all applicable U.S. Military Mandatory Technical Orders.

NOTE 4: This helicopter must be serviced and maintained in compliance with all of the following Technical Manuals:

01-230 HLB-1, 01-230 HLAA-4-8, 01-230 HLAA-2-2, 01-230 HLA-3, TI1-1H-34A-10, SA4045-14, and TM-55-1520-202-35 where applicable.

NOTE 5: Component overhaul intervals and replacement time shall be in accordance with Pacific Aviation Report PA-2H unless superseded by appropriate Ads.

NOTE 6: The transmission oil cooler blower may be removed in accordance with Sikorsky Drawing 58080-35001.

NOTE 7: For continued airworthiness of Pacific Aviation, Inc., helicopters covered by TC H15WE all Airworthiness Directives applicable to Sikorsky HSS-1/UH-34D, HSS-IN/UH-34J, CH34A, and CH34C (restricted category) must be complied with.

NOTE 8: **This Type Certificate (TC) has been designated "ABANDONED".** A "Notice of Intent To Designate as Abandoned Certain Type Certificates Issued in the Restricted Category," was published by the Federal Aviation Administration (FAA) in the Federal Register on August 8, 2003 (68 FR 47379). That Notice listed this TC. The FAA received no comments on the published Notice. The FAA has been unable to contact this TC holder. Hence, the FAA has determined that this TC holder is not complying with its Continued Operational Safety (COS) responsibilities. Therefore, no additional aircraft will be added to this TC and no additional original airworthiness certificates will be issued based on this TC. The effectiveness of this TC is limited to those aircraft that received original airworthiness certification prior to the incorporation of this note (Date of Incorporation, January 24, 2005). Subsequently, if the TC holder is located and assumes their COS responsibilities, the restriction(s) imposed by this note may be lifted.

...END...